

Visibility

Pollution Prevention Publication

Maricopa County Environmental
Services Department

October—December 2000

WINTER POLLUTION SEASON BEGINS



October marks the beginning of the Winter Pollution Season. This year, Maricopa County will be issuing High Pollution Advisories for particulate matter and carbon monoxide exceedances.

During an October press conference, the County will outline its plan for issuing High Pollution Advisories, which will occur from October through March. To find out if an advisory has been issued, call (602) 506-6400 or check our website at <http://www.maricopa.gov/sbeap/airday.htm>.

The origin of winter pollution is primarily vehicle emissions. But pollution is also generated from unpaved roads, farming, industry, and fireplaces.

Here are a few things you can do to reduce air pollution this winter:

- Reduce driving on days when there is a High Pollution Advisory.
- Keep tires inflated to proper levels.
- Keep your car tuned.
- Change your oil every 3,000 to 5,000 miles.
- Carpool, telecommute or take the bus. To find a carpool or vanpool partner, call Valley Metro at (602) 262-7433 or visit them on the web at <http://www.valleymetro.maricopa.gov>.
- Don't burn wood in fireplaces or woodstoves when a High Pollution Advisory has been issued.
- Combine errands to

reduce "cold starts" on your car.

- Avoid using leaf blowers and other dust producing equipment.
- Drive slowly on unpaved roads and other dirt surfaces.
- Stabilize bare earth with gravel or vegetation, or restrict access to avoid disturbing the soil.

Of all the pollutants, particulate matter, sometimes referred to as PM-10, has the most severe health effects on individuals. PM-10 can pose a serious health risk, especially for children and the elderly, and people with asthma or other breathing problems. Those most at risk should avoid vigorous physical activity on days that have poor air quality.

Remember, for up-to-date air quality information, visit us at <http://www.maricopa.gov/sbeap/airday.htm>.

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REGULATORY ROUND-UP



The SBEAP will host a ½ day "Regulatory Round-up" seminar at Scottsdale's Holiday Inn Sunspree Resort on Thursday, October 26 from 7:30 am - 1:30 pm.

This seminar will cover a wide variety of environmental and regulatory compliance issues. Topics will include Emergency Preparedness, OSHA, Hazardous Waste, Air Quality, Pollution Prevention (P2) & mentoring. The advance fee of \$50 includes breakfast & lunch.

The seminar is co-sponsored by the Environmental Professionals of AZ (EPAZ) and the Arizona Department of Environmental Quality Pollution Prevention Unit.

Speakers include: Joe Dean, AZ Department of Commerce; Fernando Mieta, OSHA Consultation Services; John Mure, Phoenix Fire Department; David Matthews, Maricopa County Emergency Mgmt.; Dan Roe, AZ Emergency Response Commission; Steve Peplau, Maricopa County

Environmental Svcs. Dept.; Bob Treloar, Instructor, Environmental Programs, Paradise Valley Community College; Dennis Green, Honeywell; Mark Salem, Salem Boys; Mike Howcroft, D-Velco; and Patrick Cunningham, AZ Attorney General's Office.

For more information, call Maureen Lynch at (602) 506-5150 or go to <http://www.maricopa.gov/sbeap/conf10-26/index.htm> to register on-line.

MOBILE SOURCE EMISSION REDUCTION CREDITS (MERCs)

Maricopa County conducted three Public Workshops in 1998 and one in 1999 to discuss the New Source Review (NSR) Fix-Up Rulemaking Package. The NSR Fix-Up Rulemaking Package proposed revisions to Rule 210 (Title V Permit Provisions), Rule 240 (Permits For New Major Sources And Major Modifications To Existing Major Sources), and Rule 300 (Visible Emissions) in order to match revisions that the Arizona Department Of Environmental Quality (ADEQ) had already incorporated into the State rules.

Most of the comments received as a result of the four Public Workshops were non-controversial and were readily negotiated to meet the needs of both the commenter and Maricopa County. However, in June 2000, when Maricopa County conducted a 5th Public Workshop, resolutions of comments and concerns became more challenging.

At the June 2000 Public Workshop, Maricopa County included a new revision that had not been discussed at previous Public Workshops. Maricopa County was proposing to add a new subsection to Rule 240 – new Subsection 306.13 – a mobile source emission reduction credit (MERC) provision. The Environmental Protection Agency (EPA) was concerned about the enforceability of the MERC Program as proposed.

The MERC provision, based-on San Diego Air Pollution Control District Rule 27 (Banking Of Mobile Source Emission Reduction Credits), adopted and effective November 29, 1994, described the elements of a MERC Program that would be part of Arizona's State Implementation Plan (SIP). The idea of the MERC



Program is to allow a stationary source with a Title V Permit to voluntarily use its mobile source(s) emission reductions as offset(s).

The proposed new Subsection 306.13 included the following elements:

- The MERC Program includes any activity undertaken by a person that produces actual mobile source emission reductions within the Maricopa County nonattainment area for purposes of establishing MERCs under Rule 240.
- A MERC Program can be a one-time action, a series of one-time actions, or a continuous set of actions.
- Any MERC generated by a MERC Program must create an actual emissions reduction and is subject to the approval of the Control Officer and the Administrator of EPA.
- The MERC program shall include specifications regarding mobile source emission credit quantification, mobile source emission credit lifetime, disposal of original mobile sources, and recordkeeping and reporting.
- The life of the MERC shall be dependent on the duration of the actual emission reduction activity.
- Actual emission reductions means emission reductions occurring or projected to occur within the Maricopa County nonattainment area that meet the requirements of Rule 240, Subsection 306.2 (An offset shall not be sufficient unless reductions of total

emissions for the particular pollutant for which the offset is required will be: (1) a surplus emission; (2) contemporaneous; (3) an emission enforceable by the Administrator; (4) a quantifiable emission; and (5) sufficient to satisfy the Control Officer that emissions from the new major source or major modification, together with the offset, will result in reasonable further progress (RFP) for that pollutant).

In addition, the proposed new subsection included a description of quantification of actual emission reductions, inspections and recordkeeping, using MERCs, and consequences of noncompliance with the MERC Program.

After the June 2000 Public Workshop, Maricopa County conducted three conference calls with EPA to discuss their concerns. For now, Maricopa County is waiting for EPA to submit text for new Subsection 306.13 that they would find approvable. In addition, Maricopa County is trying to determine if the MERC Program should be written in Rule 240 or in another Maricopa County rule (i.e., Rule 200 (Permit Contents) or Rule 210 (Title V Permit Provisions)).

Maricopa County is preparing to conduct another Public Workshop on November 16th to continue discussions about the proposed MERC Program. More information will be available on the Small Business Environmental Assistance Program's webpage at <http://www.maricopa.gov/sbeap>, the Environmental Services Department's webpage at <http://www.maricopa.gov/envsvc>, or from the rulewriter, Johanna M. Kuspert, at (602) 506-6710.

ENVIRONMENTAL LINGO: ALTERNATIVE VEHICLES

Alternative Fuel - Methanol, denatured ethanol and other alcohols, separately or in mixtures of 85% or more with gasoline or other fuels, CNG, LNG, LPG, hydrogen, coal-derived liquid fuels, non-alcohol fuels derived from biological materials, electricity, neat biodiesel, or any other fuel determined to be substantially not petroleum and yielding energy and environmental benefits.

Alternative-Fuel Vehicle (AFV) - Any dedicated, flexible-fueled, or dual-fueled vehicle designed to operate on at least one alternative fuel.

Biodiesel Vehicles - Biodiesel is a liquid produced from such renewable sources as vegetable oils, animal fats, and used oil and fats. Biodiesel in its pure form is called neat biodiesel. Horsepower, torque, fuel economy, and costs are similar to diesel fuel. Neat biodiesel is nontoxic and biodegradable. Several bus manufacturers are developing biodiesel buses. There are currently no biodiesel automobiles available.

Electric Vehicles - Onboard rechargeable batteries power an electric motor. Most homes, fleet garages, government facilities, and businesses have adequate electrical capacity for charging. Public charging facilities are being developed in many areas, especially in Southern California and Arizona. The major auto manufacturers are producing EVs in a range of styles and sizes. EVs are also available as bicycles, scooters, and buses. The range spans from 50 to 130 miles. Electric drivetrains are more energy-efficient than internal combustion engines. Well-designed EVs can travel at the same speeds as conventional vehicles and provide the same safety and performance capabilities. Many manufacturers are only offering EVs on a lease basis. Electricity costs less per mile than gasoline; local utility rates may vary.

Ethanol Vehicles - Ethanol is a liquid alcohol produced from grain or agricultural waste. E85 (85% denatured ethanol and 15% gasoline) is for light-duty applications, while E95 (95% denatured ethanol and 5% gasoline) is for heavy-duty applications. Fueling stations are located primarily in the Midwest. Some auto manufacturers make all production models of selected vehicles ethanol compatible. Ethanol has approximately 80% or more of the energy



density of gasoline. Power, acceleration, payload, and cruise speed are comparable with conventional fuels.

Fuel Cell Vehicles - A fuel cell converts the chemical energy of a fuel into usable electricity and heat without combustion. A fuel cell vehicle can be highly efficient and can reduce emissions significantly. Because hydrogen reacts with oxygen to produce electricity and produces only water vapor and heat, it is the optimal fuel for powering fuel cells. Storing hydrogen on board a fuel cell vehicle greatly simplifies the propulsion system design and results in a more energy efficient system because on-board fuel processing is unnecessary. Hydrogen is normally a gas, so a relatively large volume is required to contain enough energy to provide the driving range we expect from today's automobiles. Currently, two methods of on-board storage are receiving the most attention: (1) compressed gas in storage tanks at high pressure or (2) liquid hydrogen in insulated tanks at low temperature and pressure. Research and development of chemical storage systems using metal hydride compounds and advanced carbon storage media is also under way. There are no fuel cell vehicles currently available for sale in the United States, but they are being developed to meet consumers performance expectations and are expected to be extremely quiet and have very little vibration.

Hybrid Electric Vehicles - HEVs are powered by two energy sources: an energy conversion unit (such as a combustion engine or fuel cell) and an energy storage device (such as batteries or ultracapacitors). The conversion unit may be powered by gasoline, or by methanol, compressed natural gas, hydrogen, or other alternative fuels. HEVs have the potential to be two to three times more fuel-efficient than conventional vehicles. HEVs can have either a parallel or series design. In a parallel design, the energy conversion unit and electric propulsion system are connected directly to the vehicle's wheels. The primary engine is used for highway driving, with the electric motor

providing added power during periods of high demand. In a series design, the primary engine is connected to a generator that charges the batteries and drives an electric motor that powers the wheels. The Toyota Prius and Honda Insight are the only HEVs currently available in the U.S.

Hydrogen Vehicles - Hydrogen is the most abundant element in the universe, but is rarely found in its uncombined form on the earth. When combusted it creates only water vapor as a by-product. When burned in an internal combustion engine, however, combustion also produces small amounts of nitrogen oxides, unburned hydrocarbons and carbon monoxide because of engine lubricants. The exhaust is free of carbon dioxide. Hydrogen is normally a gas and can be compressed and stored in cylinders. It can also be kept as a liquid, but only turns liquid at -423.2°F. Hydrogen is mostly obtained by cracking hydrocarbon fuels, but it can be produced by electrolysis (using electricity to split water into hydrogen and oxygen) and by photolysis (chemical decomposition). The main problem with hydrogen is bulk storage required for fuel tanks. A blend of hydrogen and methane (natural gas) called Hythane is also being developed. There are no vehicles currently available that use hydrogen as a fuel. High production costs and low density have prevented it's use as a transportation fuel in all but test programs. It may be 20 to 30 years or more before hydrogen is a viable transportation fuel, and then perhaps only in fuel cell vehicles.

Methanol Vehicles - Methanol is an odorless clear liquid produced from natural gas, coal, or biomass. M85 (85% methanol and 15% gasoline) is for light-duty applications. M100 (pure methanol) is for heavy-duty applications. Fueling stations are available in California, New York City, Atlanta, Denver, Houston, Detroit, and other locations. M100 is a leading candidate to provide hydrogen to power fuel cell vehicles. Nearly all use of methanol is in light-duty vehicles. Because of methanol's lower energy content, mileage will be slightly lower than for comparable gasoline-powered vehicles. Power, acceleration, and payload are comparable with those for internal combustion engines. M85 fuel cost is equal to, or slightly above, that for

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premium-blend gasolines. None of the major auto manufacturers are currently offering methanol compatible vehicles.

Natural Gas Vehicles - Natural gas is extracted from underground reserves and composed primarily of methane. For compressed natural gas (CNG), gas is compressed to 2,400-3,600 pounds per square inch in specially designed and constructed cylinders. For liquefied vehicle fuel (LNG), gas is cooled to -259° F and stored in insulated tanks. CNG fueling stations are located in most major cities and many rural areas. Public LNG stations are limited. Auto manufacturers offer many different types and styles of CNG vehicles. Heavy vehicle manufacturers can install one of several available CNG or LNG engines in products they offer. One out of every five new transit buses in the United States is powered by natural gas. Vehicle range depends on fuel storage capacity, but is generally less than that of comparable gasoline-fueled vehicles. Power, acceleration, and cruise speed are comparable with those of a conventional vehicle. Fuel costs less than gasoline.

Propane (LPG) Vehicles - Liquefied petroleum gas, or LPG (propane), is a liquid mixture of at least 90% propane, 2.5% butane and higher hydrocarbons, and the balance ethane and propylene. It is a by-product of natural gas processing



or petroleum refining. Propane is the most accessible of the liquid and gaseous alternative fuels. Publicly accessible fueling stations exist in all states. The range is somewhat less than that of comparable gasoline-powered vehicles. Power, acceleration, payload, and cruise speed are comparable with conventional vehicles. Propane costs in fleets typically range from 5% to 30% less than gasoline.

P-Series Vehicles - Developed by Pure Energy Corporation, P-series fuels are blends of ethanol, methyletrahydrofuran (MTHF), and pentanes plus, with butane added for blends that would be used in severe cold-weather conditions to meet cold start requirements. It is anticipated that both the ethanol and MTHF will be derived from renewable resources such as waste cellulosic biomass that can be derived from waste paper, agricultural waste and urban/industrial wood waste. P-series fuels are to be used in flexible fuel vehicles (FFVs) originally designed to operate on E-85, gasoline, or a blend of the two. FFVs are currently available from several major auto manufacturers as mid-size sedans and minivans.

Solar Vehicles - Solar-powered cars are

electric cars that use solar energy through photovoltaic (PV) cells. PV cells convert solar energy into electricity, which is used directly to power an electric motor or is stored in batteries. PV cells only produce electricity when the sun is shining, so without sun, the vehicle must depend on the electricity stored in its batteries. PV cells are being used in some prototype electric vehicles to extend the driving range. Since even state-of-the-art PV cells are only about 20% efficient, these cars receive only a small amount of their electricity from solar energy and must use conventional methods of recharging their batteries. A large amount of surface area is needed on the car to rely 100% on solar power. Solar-powered cars must be extremely efficient, lightweight, and carry very little.

(This information is from the Alternative Fuels Data Center. For more information, visit them at <http://www.afdc.doe.gov/>)

ASK THE ENVIRONMENTAL EXPERT



Have you ever had an environmental question but weren't sure where to find the answer? We can help!

Beginning in the next issue of Visibility,

we will be answering questions from **you**, our readers.

Send your questions to Dee Romesburg at dromesbu@mail.maricopa.gov.

THE JOINT TRAINING COMMITTEE (JTC)

In September 1999, the Joint Training Committee (JTC), consisting of members of the Arizona Association of Industries (AAI) and Maricopa County Environmental Services Air Quality Division staff, was started to facilitate improvement of air quality in Maricopa County through the sharing of knowledge between industry and regulators. The JTC has held two training sessions for the regulated community since their inception - a seminar on how to format

an operation and maintenance plan for control devices and a joint forum at Motorola University to review the permitting process, facility change rules, and procedures for closing unresolved permits. Now the JTC is in the process of establishing an environmental mentoring program for small businesses, which will be formally announced at the Regulatory Roundup on October 26th. See the notice on page 2 for more information.

COOL WEBSITES



If you know of a website our readers might like to see, send it to dromesbu@mail.maricopa.gov.

- ☆ Building for Environmental and Economic Sustainability (BEES 2.0) is a software package for selecting cost-effective, green building products that is based on standards agreed to by the EPA, industry and public interest groups. Download your free copy at www.bfrl.nist.gov/oea/software/bees.html.
- ☆ The World Business Council for Sustainable Development has proposed a common measurement framework for eco-efficiency that can be adopted by all companies, regardless of size, business sector, or location. "Measuring eco-efficiency: A guide to reporting company performance" can be downloaded at www.wbcsd.org.
- ☆ The Department of Energy's Office of Transportation Technologies has a Fleet Buyer's Guide to Alternative Fuel Vehicles online at www.fleets.doe.gov/.
- ☆ Gil Gordon Associates has consolidated a wide variety of information on telecommuting, teleworking, and the virtual office at www.gilgordon.com.

SUCCESS STORY

By Pat Adler, T.W. Lewis

The T.W. Lewis Company is actively using the resources of Maricopa County Environmental Services Department's Small Business Environmental Assistance Program (SBEAP) to educate its trade contractors about dust control. In July, the T.W. Lewis Company sent out individually addressed letters to its trade partners which briefly discussed dust control issues, penalties, and educational resources available. Since then, several trade contractors have called SBEAP to enroll in classes.

One of the main points of the T.W. Lewis

letter was to illustrate that dust control is not applicable only at T.W. Lewis job sites, dust control is applicable valley-wide at all job sites. Getting all of the valley trade contractors educated about the dust control issues will only come about with top down approaches similar to what has occurred at T.W. Lewis. Prior to sending the letter, T.W. Lewis invited several members from the Maricopa County Environmental Services Department to attend a superintendent meeting in order to heighten their awareness of the problems associated with dust pollution. Many home builders and trade contractors have become mildly aware of the dust pollution issues

facing the valley from increased media attention, but are unaware of the many educational programs that exist for employee training.



It is through grass roots efforts like those made by the T.W. Lewis Company that the word can get out. The letter is posted on the SBEAP website. For more information regarding classes, contact Richard Polito, SBEAP Program Manager, at (602) 506-5102, or visit their website at www.maricopa.gov/sbeap.

ISO 14001—WHAT IS IT?

By George Greenly

In the last issue of Visibility, I briefly discussed ISO 14001, the international standard for environmental management systems, and how it relates to the prevention of pollution, or pollution prevention if you like. Well "sports fans," ISO 14000 is not only the international standard for environmental management systems, it is also the United States national standard for environmental management systems! But I am getting ahead of myself, so let me take a step back in time to 1972 when a United Nations conference was held in Stockholm, Sweden on the human environment. The World Commission on Environment & Development was formed as a result of that conference. It was called the Brundtland Commission. It got its name from the commission head, Gro Harlem Brundtland. Dr. Brundtland is the current Director General of the World Health Organization (WHO).

The Brundtland Commission published a paper in 1987 called "Our Common Future." The paper contains perhaps the first use of the term "Sustainable Development," meaning balancing economic growth with environmental protection, i.e., slowing the depletion of non-renewable resources. The Commission called for industry to develop effective environmental management systems (EMSs). In 1991, the International Electrotechnical Commission (IEC) of the International Organization for Standardization (ISO) established the Strategic Advisory group



for the Environment (SAGE) and tasked the group to look at the need for an EMS standard. SAGE's charge was to make recommendations regarding international standards for the environment. The result of that work was a series of recommendations on environmental management, including one that ISO create a new technical committee to develop standards in environmental management. In January of 1993, ISO created Technical Committee (TC) 207 and asked TC 207 to develop a uniform international EMS standard and other guideline documents for use as environmental management tools. The committee met for the first time in Toronto in June 1993. The resulting standards and guideline documents are a testimony to the dedication of thousands of environmental professionals in 50 countries, an example of unprecedented international cooperation, and testament to a rather widely accepted perception of the viability of an EMS as an effective set of environmental protection tools in lieu of the standard command and control modus operandi.

On September 2, 1996, the ISO published the final version of the international standard for EMSs, ISO 14001 (*Environmental Management Systems--Specification with Guidance for Use*). An accompanying document, ISO 14004 (*Environmental Management Systems--General Guidelines and Principles, Systems and Supporting Techniques*), is the conformity guideline

document for ISO 14001. The publication of these final versions was the result of the voting of 50 nations, which included the United States and led to the adoption of the ISO 14001 and 14004 as U.S. national standards.

The ISO 14000 series of voluntary EMS standards and guideline documents, commonly referred to as just "ISO 14000", presents a unique approach to environmental protection. ISO 14000, using performance based environmental objectives, validation via certification audits, a flexible approach to implementation, and systems constantly looking for new opportunities to prevent pollution and reduce the cost of environmental compliance, is a viable alternative to the "command and control" modus operandi. Today's environment of dwindling resources, manifest by both corporate and governmental "down-sizing" (or the more politically correct term "right-sizing") and demands to do more with less, makes yet another, but more sensible, demand on corporate management – find a better way! The President attested to this in his "State of the Union" speech on January 23, 1996:

"We must challenge businesses and communities to take more initiative in protecting the environment, and we have to make it easier for them to do it. To businesses this administration is saying: If you can find a cheaper, more efficient way than government regulations require to meet tough pollution standards, do it -- as long

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MARICOPA COUNTY TRIP REDUCTION PROGRAM



Maricopa County businesses, schools and government agencies with 50+ employees at a work site are required to participate in the Trip Reduction Program (TRP). Approximately 1,100 organizations (equating to 2,600 sites) participate. The purpose of the program is to reduce tailpipe emissions generated during the daily commute - the main source of high carbon monoxide and ozone levels in the Valley. The goal for participants is to reduce the number of trips and/or miles being driven by single-occupant vehicles (SOVs) by increasing alternate mode usage (carpool, bus, bike, walk, vanpool, telecommuting, and compressed work schedules).

Each year, participants must conduct a commute survey of their employees and then develop (or modify an existing) plan to reduce drive-alone travel. All plans are first reviewed



by TRP staff for content and format and are then presented to an independent Task Force for review and approval. Typical measures contained in plans are preferred parking spaces, offering a guaranteed ride home during emergency situations, scheduled prize raffles, bus/gas expense reimbursements, and prizes for "first time" alternate mode users. Once a plan is approved, staff conducts a site or phone audit to ensure the plan is being implemented as scheduled.



The statute and related ordinance allow the same Task Force that reviews and approves plans to recommend enforcement action be taken against an organization that fails to meet the timelines of the program. In the past twelve months, two employers have been fined anywhere from \$5,500 to \$16,500 for failing to comply with the program. There are several other companies that have been forwarded by the Task Force to the County Attorney for review and

consideration of civil penalties (which can reach \$300 per day).



According to the commute data supplied by participants, approximately 22% of commuting miles are done via alternate modes. Students most frequently used carpools and buses as their primary alternative mode. Employees most commonly used carpools and compressed work weeks as their main choices to reduce mileage. For all employer sites, the pounds of pollution saved daily reached 88,432. This equates to over **11,496 tons of pollution saved annually** by TRP participants, an increase of 3.2% over last year (FY 1999).



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as you do it right."

The argument for acceptance and implementation of the ISO 14000 series of standards and guideline documents appears, at the outset, intuitively obvious and rather compelling. There is, however, a very real question lurking somewhere in the shadows of the EMS standards. That question is, "What's in it for U.S. industry?" An ancillary question is, "What's in it for the U.S. Taxpayer?"

In the first two decades following promulgation of the National Environmental Policy Act (NEPA), the Clean Air Act, and the Clean Water Act, the U.S. made great strides towards cleaning up its environment and in educating the general public on the need for protection of the environment. The progress made and the education accompanying it has not been cheap, yet there is no question that value has been received for the resources expended. What is questioned, however, is the future path. Can we, as a nation, continue the present command and control regime of environmental protection in a cost-effective manner, in light of growing demands to decrease the

size and cost of government? Probably not; the yearly tab for environmental protection in the United States alone is estimated to be somewhere between \$120 and \$140 billion and rising. Federal, State and local regulatory agencies rely upon "command and control" enforcement tools for achieving environmental protection objectives, yet environmental performance in industry today spans the spectrum from bad to excellent. The growing focus on pollution prevention by both governments and industry worldwide is an indication of the growing awareness that mankind is rapidly reaching the point of diminishing returns with its reliance on a command and control modus operandi for environmental protection. Environmental management systems are recognized as being the means by which both large and small to medium sized businesses can go beyond compliance by systematically analyzing their environmental impacts and setting goals to reduce them. The EMS provides a comprehensive approach to superior environmental performance by stressing continued improvement of the system, a commitment to pollution prevention, and open communication with stakeholders.

Acceptance of EMSs as an important step in the right direction for industry is evident in the newest program from the U.S. Environmental Protection Agency (EPA). The EPA Performance Track Program defines performance at two levels: The National Environmental Achievement Track and the National Environmental Stewardship Track (coming in May 2001). EPA has stated that the Achievement Track is designed to recognize and encourage facilities that have a sustained record of compliance, employ environmental management systems, and are committed to continued improvements in environmental performance and public outreach.

In upcoming issues, I will discuss in more detail the entire ISO 14000 series of standards, what conformance with the standard means, and answer the questions "Who?", "Why?", and "What?" For example: What is the connection between conditional enactment of Arizona SB 1321, The Arizona Voluntary Environmental Performance Act, and an EMS?

For more information on ISO 14001, go to <http://es.epa.gov/cooperative/topics/iso14000.html>.

October 2000

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31 				


AIR RULE WORKSHOPS AND HEARINGS

Public workshops are held at 1001 N. Central Ave., Suite 560. Public hearings are held at the Board of Supervisors' Auditorium, 205 W. Jefferson St. and are tentative until set by the Board. Draft copies of rules are available at the Air Quality Division, 1001 N. Central Ave., Suite 201. For updates, call (602) 506-0169. This schedule, current Air Quality Rules, and proposed draft rules are available at <http://www.maricopa.gov/sbeap/wkshops.htm>.

October 26th from 7:30 am to 1:30 pm:

SBEAP "Regulatory Round-Up". For more information, call Maureen Lynch at (602) 506-5150 or go to <http://www.maricopa.gov/sbeap/conf10-26/index.htm> to register on-line. **SOLD OUT!**

November 2000

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23 	24	25
26	27	28	29	30		

November 2nd at 9 am:

Public Workshop on Rules 322 (Power Plant Operations) and 323 (Industrial-Institutional-Commercial Steam Generating Units, Boilers and Process Heaters)

November 21st at 9 am:

Public Workshop on Rules 210 (Title V Permit Provisions), 240 (Permits for New Major Sources & Modifications to Existing Major Sources), and 300 (Visible Emissions)

December 2000

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25 	26	27	28	29	30
31						

December 7th at 9 am:

Public Workshop on Rule 319 (Ginning Operations)

December 7th at 1:30 pm:

Public Workshop on Rules 350 (Bulk Storage of Gasoline And Organic Liquid) and 351 (Organic Liquid Transfer To And From Bulk Tanks)

December 21st at 9 am:

Public Workshop on Rule 324 (Stationary Internal Combustion Engines)

Visibility Pollution Prevention Publication

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Fall Is Here!



We're on the Web!

<http://www.maricopa.gov/sbeap>

MARK YOUR CALENDARS...

The City of Scottsdale will conduct the 2nd Annual "Green Building Outlook" on Saturday, November 4. This is an educational event for the public and design/building community. The full day program will showcase Green Homes & Building Projects, as well as demonstrate Green Building and environmentally sensitive products.

This **free** event will be held at the Scottsdale Center for the Arts, located at 7380 E. 2nd St. For more information, call (480) 312-4202 or check Scottsdale's Green Building website at <http://www.ci.scottsdale.az.us/greenbuilding>.

REDUCE WASTE

We have a great idea to help you reduce waste and pollution - read *Visibility* on the internet! Not only will you save paper and mailing labels, but you'll also be able to see *Visibility* before anyone else. Every issue is available on our website at <http://www.maricopa.gov/sbeap>.

[maricopa.gov/sbeap](http://www.maricopa.gov/sbeap). You can also receive notification when each new issue is available via e-mail. Just send your name, company name, phone number, and e-mail address to Dee Romesburg at dromesbu@mail.maricopa.gov or call (602) 506-6794.

THE VISIBILITY NEWSLETTER

is published quarterly by the Pollution Prevention Committee of the Maricopa County Environmental Services Department (MCESD). Questions and requests to be added to the mailing list or email notification list may be addressed to Dee Romesburg at 1001 N. Central Ave., Suite 201, Phoenix, AZ 85004, by phone at (602) 506-6794, or by email at dromesbu@mail.maricopa.gov.

Dee Romesburg, Editor

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